



U.S. Department
of Homeland Security
**United States
Coast Guard**

LOCAL NOTICE TO MARINERS

District: 5

Week: 05/10

Coastal Waters from Shrewsbury River, New Jersey to Little River, South Carolina

The Local Notice to Mariners contains all information relevant to the waterways within the Fifth Coast Guard District and is updated each Tuesday on the U.S. Coast Guard Navigation Center website at www.navcen.uscg.gov/lnm/d5. If you have questions about the LNM, please contact:

COMMANDER, FIFTH COAST GUARD DISTRICT (dpw)
431 Crawford Street, Portsmouth, Virginia 23704
Telephone (Day) : (757) 398-6486/6552

AIDS TO NAVIGATION DISCREPANCY REPORTING

To report any Aids to Navigation discrepancies (missing, damaged, extinguished lights, off station), shoaling or hazards to navigation, discrepancies to bridge lighting, please contact the following 24 hour numbers:

1. For PA, NJ, DE waters, coastal and tributaries contact COGARD SECTOR DELAWARE BAY at (215) 271-4940.
2. For MD, DE in the Upper Chesapeake Bay and tributaries contact COGARD SECTOR BALTIMORE at (410) 576-2521.
3. For VA in Lower Chesapeake Bay below Smith Point Light and tributaries and VA, MD Eastern Shore Bay and coastal contact COGARD SECTOR HAMPTON ROADS at (757) 483-8567.
4. For NC waters, coastal and tributaries contact COGARD SECTOR NORTH CAROLINA at (252) 247-4570.

REFERENCES

Light List: ATLANTIC COAST, VOLUME II, COMDTPUB P16502.2, 2009 EDITION
U.S. Coast Pilot 3, Atlantic Coast: Sandy Hook, NJ to Cape Henry, VA (43rd) Edition
U.S. Coast Pilot 4, Atlantic Coast: Cape Henry, VA to Key West, FL (41st) Edition
All bearings are in degrees TRUE - All times are in Local Time inless otherwise noted.

NAVIGATIONAL INTERNET SITES

Fifth Coast Guard District Prevention Division BLOGSPOT
<http://cgd5prevention.blogspot.com>

2009 Light List/ Summary of Corrections
<http://www.navcen.uscg.gov/pubs/LightLists/LightLists.htm>

NOAA Chart Corrections and Chart Viewer
<http://www.nauticalcharts.noaa.gov>

Coast Pilot Corrections
<http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm>

D5 LNM on Internet/Archived Back Issues for 2010
<http://www.navcen.uscg.gov/lnm/d5>

Chesapeake Bay Weather Buoys
<http://www.cbos.org>

Tides on Line
<http://www.tidesonline.nos.noaa.gov/>

Tides, Currents, PORTS
<http://www.tidesandcurrents.noaa.gov/>

Weather
<http://www.weather.gov/>

Fifth Coast Guard District (D5) (dpw) Local Notice to Mariners for correspondence, questions, LNM article requests:
william.r.jones@uscg.mil or at (757) 398-6486

BROADCAST NOTICES TO MARINERS

This section contains corrections to federal and private Aids to Navigation, as well as NOS Corrections. Navigation information having been of immediate concern to the Mariner and promulgated by the following Broadcast Notices to Mariners (BMNs) have been incorporated in this notice when still significant at the date of this publication. Texts of active BNMs are viewable at <http://www.uscg.mil/d5/waterways/default.asp>.

CCGD5 (D5)- 021, 023, 028, 030, 032, 033, 034, 035, 036, 037-10.

Sector Delaware Bay (DB)- 029, 032, 033, 034, 035, 036, 037-10.

Sector Baltimore (BA)- 052, 054, 056, 058, 059, 063, 064, 065, 070, 074, 075, 077, 083, 084, 086, 090, 091, 092, 093, 094, 095, 096-10.

Sector Hampton Roads (HR) - 036, 037, 038, 039, 040, 041, 042, 043, 044, 045, 046, 047, 048, 049, 050, 051, 052-10.

Sector North Carolina (NC)- 026, 031, 039, 047, 060, 063, 069, 071, 072, 073, 074, 075, 076, 077, 079, 080, 081, 082, 083, 084, 085, 086, 087-10.

ABBREVIATIONS

A through H

ACOE - Army Corps of Engineers
ADRIFT - Buoy Adrift
AICW - Atlantic Intracoastal Waterway
Al - Alternating
B - Buoy
BKW - Breakwater
bl - Blast
BNM - Broadcast Notice to Mariner
bu - Blue
C - Canadian
CHAN - Channel
CGD - Coast Guard District
C/O - Cut Off
CONT - Contour
CRK - Creek
CONST - Construction
DBN/Dbn - Daybeacon
DBD/DAYBD - Dayboard
DEFAC - Defaced
DEST - Destroyed
DISCON - Discontinued
DMGD/DAMGD - Damaged
ec - eclipse
EST - Established Aid
ev - every
EVAL - Evaluation
EXT - Extinguished
F - Fixed
fl - flash
Fl - Flashing
G - Green
HAZ - Hazard to Navigation
HBR - Harbor
HOR - Horizontal Clearance
HT - Height

I through O

I - Interrupted
ICW - Intracoastal Waterway
IMCH - Improper Characteristic
INL - Inlet
INOP - Not Operating
INT - Intensity
ISL - Islet
Iso - Isophase
kHz - Kilohertz
LAT - Latitude
LB - Lighted Buoy
LBB - Lighted Bell Buoy
LHB - Lighted Horn Buoy
LGB - Lighted Gong Buoy
LONG - Longitude
LNM - Local Notice to Mariners
LT - Light
LT CONT - Light Continuous
LTR - Letter
LWB - Lighted Whistle Buoy
LWP - Left Watching Properly
MHz - Megahertz
MISS/MSNG - Missing
Mo - Morse Code
MSLD - Misleading
N/C - Not Charted
NGA - National Geospatial-Intelligence Agency
NO/NUM - Number
NOS - National Ocean Service
NW - Notice Writer
OBSCU - Obscured
OBST - Obstruction
OBSTR - Obstruction
Oc - Occulting
ODAS - Anchored Oceanographic Data Buoy

P through Z

PRIV - Private Aid
Q - Quick
R - Red
RACON - Radar Transponder Beacon
Ra ref - Radar reflector
RBN - Radio Beacon
REBUILT - Aid Rebuilt
RECOVERED - Aid Recovered
RED - Red Buoy
REFL - Reflective
RRL - Range Rear Light
RELIGHTED - Aid Relit
RELOC - Relocated
RESET ON STATION - Aid Reset on Station
RFL - Range Front Light
RIV - River
s - seconds
SEC - Section
SHL - Shoaling
si - silent
SIG - Signal
SND - Sound
SPM - Single Point Mooring Buoy
SS - Sound Signal
STA - Station
STRUCT - Structure
St M - Statute Mile
TEMP - Temporary Aid Change
TMK - Topmark
TRLB - Temporarily Replaced by Lighted Buoy
TRLT - Temporarily Replaced by Light
TRUB - Temporarily Replaced by Unlighted Buoy
W - White
Y - Yellow

Additional Abbreviations Specific to this LNM Edition: None

SECTION I - SPECIAL NOTICES

This section contains information of special concern to the Mariner.

CAUTION TO BE USED IN RELIANCE UPON AIDS TO NAVIGATION

The aids to navigation depicted on charts comprise a system of fixed and floating aids with varying degrees of reliability. Therefore, prudent mariners will not rely solely on any single aid to navigation, particularly a floating aid. With respect to buoys, the buoy symbol is used to indicate the approximate position of the buoy body and the sinker, which secures the buoy to the seabed. The approximate position is used because of practical limitations in positioning and maintaining buoys and their sinkers in precise geographical locations. These limitations include, but are not

limited to, inherent imprecision-s in position fixing methods, prevailing atmospheric and sea conditions, the slope of and the material making up the seabed, the fact that buoys are moored to sinkers by varying lengths of chain, and the fact that buoy body and/or sinker positions are not under continuous surveillance but are normally checked only during periodic maintenance visits which often occur more than a year apart. The position of the buoy body can be expected to shift inside and outside the charting symbol due to the forces of nature. The mariner is also cautioned that buoys are liable to be carried away, shifted, capsized, sunk, etc. Lighted buoys may be extinguished or sound signals may not function as the result of ice, running ice or other natural causes, collisions, or other accidents. For the foregoing reasons, a prudent mariner must not rely completely upon the position or operation of floating aids to navigation, but will also utilize bearings from fixed objects and aids to navigation on shore. Further, a vessel attempting to pass close aboard always risks collision with a yawing buoy or with the obstruction the buoy marks.

UPPER POTOMAC RIVER – GPS NAVIGATIONAL SIGNAL TESTING

THE GPS NAVIGATION SIGNAL MAY BE UNRELIABLE FROM (10 July 2009 - 10 July 2010 0000Z - 1200Z) IN THE UPPER POTOMAC RIVER DUE TO TESTING ON GPS FREQUENCIES USED IN SHIPBOARD NAVIGATION AND HANDHELD SYSTEMS. GPS SYSTEMS THAT RELY ON GPS, SUCH AS E-911, AIS AND DSC, MAY BE AFFECTED WITHIN A 10 NM RADIUS OF POSITION (38 49.74N 077 01.55W). DURING THIS PERIOD GPS USERS ARE ENCOURAGED TO REPORT ANY GPS SERVICE OUTAGES THAT THEY MAY EXPERIENCE DURING THIS TESTING VIA THE NAVIGATION INFORMATION SERVICE (NIS) BY CALLING (703)313-5900 OR BY USING THE NAVCEN'S WEB SITE'S GPS REPORT A PROBLEM WORKSHEET AT WWW.NAVCEN.USCG.GOV.

LNM: 31/09

CHESAPEAKE BAY – PATUXENT RIVER – GPS NAVIGATIONAL SIGNAL TESTING

THE GPS NAVIGATION SIGNALS MAY BE UNRELIABLE FROM 22 DEC 09 - 30 APR 10, 1300Z - 2300Z DUE TO TESTING ON GPS FREQUENCIES USED IN SHIPBOARD NAVIGATION AND HANDHELD SYSTEMS. GPS SYSTEMS THAT RELY ON GPS, SUCH AS E-911, AIS AND DSC, MAY BE AFFECTED WITHIN A 15 NM RADIUS OF POSITION 38-15.7N, 076-26.03W. DURING THIS PERIOD GPS USERS ARE ENCOURAGED TO REPORT ANY GPS SERVICE OUTAGES THAT THEY MAY EXPERIENCE DURING THIS TESTING VIA THE NAVIGATION INFORMATION SERVICE (NIS) BY CALLING (703)313-5900 OR BY USING THE NAVCEN'S WEB SITE'S GPS REPORT A PROBLEM WORKSHEET AT WWW.NAVCEN.USCG.GOV."

LNM: 51/09

WESTERN ATLANTIC AND U.S. COASTAL WATERS - NORTH CAROLINA – SUNKEN MILITARY CRAFT ACT (SMCA) –PROHIBITION ON DISTURBING, REMOVING ARTIFACTS OR DAMAGING SUNKEN CRAFT

All mariners are advised of the special protections provided to sunken military craft by the "Sunken Military Craft Act" (SMCA) (Public Law 108-375). Along the U.S. East Coast, and particularly off North Carolina, there are many sunken U.S. and foreign military craft. Sunken military craft may be the final resting places of military personnel who died in service to their country and are also important historical resources. One very notable example is the wreck of the USS MONITOR, off the NC Coast, also protected by the National Marine Sanctuaries Act. Under international and U.S. law, sunken foreign military craft, including those located in U.S. waters, remain the property of their respective country's government. Sovereign immune vessels, such as military crafts, are afforded protections under U.S. and international law. Included among these vessels are at least three known sunken German submarines (commonly called U-boats) located in waters off the North Carolina coast. These U-boats remain the property of the Federal Republic of Germany. In accordance with the SMCA, no person shall engage in or attempt to engage in any activity directed at a sunken military craft that disturbs, removes, or injures the sunken craft or the associated contents of the craft except as authorized by law. This includes, but is not limited to, the equipment, cargo, contents of the vessel, and the remains and personal effects of the crew and passengers. Mariners are urged to exercise due care when operating in the vicinity of military wrecks, as they can be damaged by both purposeful or inadvertent activities including anchoring, fishing, diving, and other marine activities. Special dangers, such as unexploded ordnance, may also be associated with sunken military craft, and should be considered when operating in these areas. Violations of the SMCA may subject individuals to penalties of up to \$100,000 and to liability for damages. Mariners who witness theft of material from, disturbance of, or damage to a sunken military craft are asked to report it to the nearest U.S. Coast Guard unit.

LNM: 45/09

TERMINATION OF ALL U.S. LORAN-C SIGNALS

In accordance with the 2010 Department of Homeland Security Appropriations Act, the U.S. Coast Guard will terminate the transmission of all U.S. LORAN-C signals effective 2000Z 08 February 2010. At that time, the U.S LORAN-C signal will be unusable and permanently discontinued. This termination does not affect the U.S. participation in the Russian-American or Canadian LORAN-C chains. U.S. participation in these chains will continue temporarily in accordance with international agreements.

LNM: 02/10

SEACOAST-FLORIDA - DRIFTING CARGO CONTAINERS

The Coast Guard received a report January 26, 2010 that 30 cargo containers fell overboard in position 24-06-8N 081-39.8W. One container has been reported adrift in position 28-55.144N 079-48.188W approximately 45 nautical miles northeast of Cape Canaveral and drifting north with the Gulf Stream. All mariners are advised to stay alert and transit the area with caution. Chart: 11480.

CODE OF FEDERAL REGULATIONS -TITLE 33 PART 70 - INTERFERENCE WITH OR DAMAGE TO AIDS TO NAVIGATION

No person, shall take possession of or make use of for any purpose, or build upon, alter, deface, destroy, move, injure, obstruct by fastening vessels thereto or otherwise, or in any manner whatever impair the usefulness of any aid to navigation established and maintained by the United States.

Recently several offshore NOAA data buoys parted their moorings and became adrift due to excessive strain on the mooring. These navigational data buoys collect valuable on scene weather data for all mariners. These buoys are anchored to the seabed, and some have a watch circle radius of over 1 nautical mile. Once the mooring is parted and the buoy is adrift only certain Coast Guard resources can reset the aid back on its intended station. Coordinating of resources to retrieve the buoy, and place it back on station is time consuming and sometimes take weeks, thus valuable weather information cannot be obtained and relayed to mariners in need of it. Mariners are advised not to interfere with these aids to navigation and report any sightings of vessels tied off to them to the U.S. Coast Guard. Interference with or intentional damage to Aids to Navigation is a misdemeanor and shall be subject to a fine not exceeding the sum of \$500 for each offense (33 CFR 70.0l).

CHESAPEAKE BAY-REGULATED NAVIGATION AREA (RNA) REQUIREMENTS FOR PORT ENTRY/TRANSIT/DEPARTURE.

Mariners have been advised that there has been an amendment to the Chesapeake Bay Regulated Navigation Area which requires all vessels 300 gross tons and over, including tug and barge combined, to obtain permission prior to entering, departing, and/or moving within the Regulated Navigation Area. To obtain permission, vessels shall contact the Joint Harbor Operations Center (JHOC) prior to entry or movement via VHF-FH CH 12, alternate 13/16 and relay vessel documentation number, IMO number or VIN for verification. This includes entries from offshore, James River, Chesapeake Bay or Intracoastal Waterway. Alternate JHOC phone numbers are (757) 444-5210/5209. If the JHOC cannot be reached, the Captain of the Port (COTP) Command Duty Officer may be reached at (757) 668-5555.

VA - HAMPTON ROADS - ELIZABETH RIVER/SEWELL POINT/WILLOUGHBY BAY -U.S. NAVY RESTRICTED AREAS

Mariners are reminded that the area in the vicinity of the U. S. Naval Station Norfolk, from the Elizabeth River Channel Lighted Gong Buoy 5 (LLNR 9470) to the Elizabeth River Channel Lighted Buoy 11 (LLNR 9525) and along the south side of Willoughby Bay, is a RESTRICTED AREA. This OFF LIMITS AREA is depicted in the color magenta on the below listed charts. Unauthorized vessels entering this RESTRICTED AREA may encounter USE OF FORCE procedures by patrolling security vessels. Boaters are requested to remain in the marked channel clear of shipping while transiting the Norfolk Harbor Reach. Naval Station Norfolk Security can be contacted via VHF-FM channel 14. Charts: 12245, 12253, 12256 & 12206.

USCG NAVIGATIONAL INFORMATION SERVICE (NIS)/USCG NAVIGATION CENTER

The United States Coast Guard Navigational Information Service (NIS), operated by the USCG Navigation Center, is staffed 24 hours a day, 7 days a week. The NIS provides information on the current operational status, effective policies, and general information on GPS, DGPS, and LORAN-C. The NIS also disseminates Safety Broadcasts (BNM), Local Notice to Mariners (LNM), and the latest Notice Advisory to Navstar (NANU). These notices can also be obtained via-e-mail subscription through the USCG Navigation Center website (<http://www.navcen.uscg.gov/gps/status/default.htm>). In addition, the NIS investigates all reports of degradation or loss of GPS, DGPS or LORAN service. Mariners are encouraged to report all degradation of radio navigation services to the NIS via any of the following: Phone: 703-313-5900, Email: webmaster@navcen.uscg.mil or on the World Wide Web at <http://www.navcen.uscg.gov>.

NAUTICAL CHART UPDATES

The National Ocean Service (NOS) has moved and expanded the function of its "critcorr" website. The new "Nautical Chart Updates" website allows the mariner to update their nautical charts from one database that includes information from NOS, and NGA Notice to Mariners, the Coast Guard Local Notice to Mariners and the Canadian Coast Guard Notice to Mariners. To access the website and for more information go to: and click on: <http://www.nauticalcharts.noaa.gov>.

NATIONAL OCEAN SERVICE (NOS) - CHARTS, PUBLICATIONS, AND TABLES - SALES AGENTS

Sales agents for Charts and Coast Pilots of the National Ocean Service are located in many U. S. ports and in some foreign ports. A list of authorized sales agents and chart catalogs is available free upon request from National Ocean Service, Distribution Division (N/ACC3), 6501 Lafayette Avenue, Riverdale, Maryland 20737.

SECTION II - DISCREPANCIES

This section lists all reported and corrected discrepancies related to Aids to Navigation in this edition. A discrepancy is a change in the status of an aid to navigation that differs from what is published or charted.

DISCREPANCIES (FEDERAL AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
270	Winter Quarter Shoal Lighted Buoy 6	OFF STA/LT EXT	12201	051HR	05/10	
635	NOAA Lighted Data Buoy 41001 (ODAS)	MISSING	12200	446D5	32/08	
650	Hatteras Inlet Entrance Lighted Whistle Buoy HI	LT EXT	11555	089NC	05/10	
660	Ocracoke Light	LT EXT	11550	688NC	37/09	
802	NOAA Lighted Data Buoy 41036 (ODAS)	MISSING	11520	454D5	51/09	
805	Carolina Beach Inlet Entrance Lighted Whistle Buoy CB	OFF STA/LT EXT	11534	743NC	52/09	
810	Oak Island Light	LT EXT	11534	086NC	05/10	
850	Frying Pan Shoals Lighted Buoy 6FP	LT EXT	11536	039NC	03/10	
920	Barnegat Inlet North Jetty Danger Buoy A	OFF STA	12324	476DB	46/09	
1270	Great Egg Harbor Inlet Lighted Buoy 1	TRLB	12316	529DB	50/09	
1460	Cape May Harbor Range Rear Light	LT EXT	12317	028DB	04/10	
1565	Delaware Bay Main Channel Lighted Buoy 14	REDUCED INT	12214	032DB	05/10	
2055	Delaware Bay East Icebreaker Light	REDUCED INT	12216	020DB	04/09	
2470	Liston Range Lighted Buoy 8L	REDUCED INT	12311	032DB	05/10	
2615	Reedy Island Gap North Light 2	DBN DMGD	12311	388DB	37/09	
2750	Chesapeake And Delaware Canal South Jetty Light 1CD	REDUCED INT	12277	448DB	43/09	
4405	Indian River Inlet Buoy 12	OFF STA	12216	306DB	32/09	
4860	Isle of Wight Bay Light 11	TRLB/LT EXT	12211	589HR	48/09	
5610	Virginia Inside Passage Light 7	OFF STA/TRLB	12210	031HR	04/10	
6348	Virginia Inside Passage Daybeacon 213	TRUB	12224	076ES	31/06	
6445	Oyster Creek Channel Junction Light OC	TRLB/STRUCT DEST	12224		05/10	
6560	Virginia Inside Passage Daybeacon 261	DBN DMGD	12224	565HR	47/09	
6660	Wachapreague Channel Light 6	TRLB	12210	005ES	03/07	
6755	Quinby Creek Daybeacon 2	DBN DMGD	12210	037HR	05/10	
6760	Quinby Creek Light 3	DBN DMGD	12210	038HR	05/10	
6765	Quinby Creek Warning Daybeacon A	DBN DMGD	12210	039HR	05/10	
6845	Great Machipongo Inlet Light 11	MISSING	12210	553HR	46/09	
6870	Great Machipongo Inlet Light 17	LT EXT	12210	636HR	51/09	
6985	Sand Shoal Inlet Lighted Buoy 6	MISSING	12210	548HR	38/08	
6991	Sand Shoal Channel Daybeacon 3	DBN DMGD	12224	040HR	05/10	
6993	Sand Shoal Channel Daybeacon 5	DBN DMGD	12224	041HR	05/10	
6994	Sand Shoal Channel Light 7	DBN DMGD	12210	042HR	05/10	
6995	Sand Shoal Channel Daybeacon 9	DBN DMGD	12210	043HR	05/10	
6996	Sand Shoal Channel Light 10	DBN DMGD	12224	044HR	05/10	
7000	Oyster Creek Channel Junction Light OC	TRLB/STRUCT DEST	12224		05/10	
7360	Chesapeake Channel Lighted Gong Buoy 49	SS INOP	12225	NONED5	20/09	

7425	Chesapeake Channel Lighted Bell Buoy 60	SS INOP	12226	074HR	05/09
8050	Craighill Channel Range Rear Light	REDUCED INT	12278	462BA	38/09
8150	Brewerton Channel Range Front Light	REDUCED INT	12281	070BA	04/10
8155	Brewerton Channel Range Rear Light	LT EXT	12281	070BA	04/10
8555	Pooles Island South Range Front Light	LT EXT	12278	091BA	05/10
8695	Pooles Island North Range Front Light	LT EXT	12274	090BA	05/10
8950	Elk River Channel Lighted Buoy 5	OFF STA	12274	096BA	05/10
9025	Oldfield Point Range Front Light	LT EXT	12277	095BA	05/10
9030	Oldfield Point Range Rear Light	LT EXT	12277	096BA	05/10
9100	Elk River Channel Lighted Buoy 24	OFF STA	12277	031BA	03/10
9105	Back Creek Channel Range Front Light	LT EXT	12277	092BA	05/10
9110	Back Creek Channel Range Rear Light	LT EXT	12277	093BA	05/10
9155	Elk River Channel Lighted Buoy 25	MISSING	12277	036BA	03/10
9160	Elk River Lighted Buoy 26	OFF STA	12277	035BA	03/10
9315	Thimble Shoal Channel Lighted Bell Buoy 21	REDUCED INT	12245	628HR	50/09
10655	Naval Boat Channel Light 10	LT EXT	12245	461HR	39/09
12835	Horseshoe West Channel Light 3	DBN DMGD/STRUCT DMGD	12222	528HR	46/09
12840	Horseshoe West Channel Buoy 4	ADRIFT	12222	005HR	02/10
13360	Goodwin Thorofare Channel Daybeacon 15	MISSING/TRLB	12241	555HR	46/09
13955	Upper York River Channel Daybeacon 21	MISSING/TRLB	12243	442HR	37/09
14340	Ware River Light 9	DBN DMGD	12238	015HR	02/10
14725	Jackson Creek Channel Daybeacon 7	TRLB/DBN DEST	12235	411HR	34/09
15665	Rappahannock River Daybeacon 44	STRUCT MISSING	12237	018HR	03/10
16620	Coan River Daybeacon 18	TRLB/STRUCT DMGD	12233	052BA	03/10
17025	Nomini Creek Channel Light 5	TRLB	12286	290BA	03/10
18005	Aquia Creek Light 10	OFF STA/TRLB	12288	080BA	05/10
18125	Mattawoman Creek Daybeacon 1	DBN DMGD	12288	059BA	04/10
18245	Cornwallis Neck Warning Buoy B	OFF STA	12289	068BA	04/10
18310	Indian Head Lower Pier Fog Signal	SS INOP	12289	568BA	50/09
18355	Hallowing Point Light	LT EXT/STRUCT DMGD	12289	064BA	04/10
18860	N.A.S. Paxtuxent River Basin Entrance Light 2	LT EXT	12233	439BA	36/09
19295	Chesapeake Beach Range Rear Light	LT EXT	12266	517BA	43/09
21661	Nassawadox Creek Daybeacon 6	MSLD SIG/HAZ NAV	12226	NONED5	28/09
21662	Nassawadox Creek Daybeacon 7	MSLD SIG/HAZ NAV/DBN DMGD	12226	NONED5	28/09
21664	Nassawadox Creek Daybeacon 12	STRUCT DEST/HAZ NAV	12226	NONED5	28/09
21750	Occohannock Creek Daybeacon 16	OFF STA/TRUB//STRUCT MISSING	12226	027HR	03/10
22325	Young Creek Daybeacon 2	TRLB/HAZ NAV/DBN DEST	12228	450BA	37/09
23160	Tyler Creek Channel Daybeacon 13	TRLB/DBN DEST	12231	066BA	03/10
23180	Sheep Pen Gut Warning Daybeacon B	DBN DMGD	12228	276BA	23/09
23185	Sheep Pen Gut Warning Buoy C	MISSING	12228	275BA	23/09
24390	Tedious Creek North Basin Daybeacon 2	TRLB/DBN DEST	12261	474BA	12/09
24395	Tedious Creek South Basin Daybeacon 3	TRLB/STRUCT DEST	12261	516BA	43/09
27045	Back River Buoy 2	MISSING	12278	074BA	04/10
27175	Gunpowder River Lighted Buoy 2G	MISSING	12278	058BA	04/10
27565	Aberdeen Proving Ground Channel Buoy 7	MISSING	12274	032BA	03/10
27630	Fishing Battery Light	LT EXT	12274	108BA	09/09
27985	Oregon Inlet Buoy 3	MISSING	12204	656NC	47/09
28141	Oregon Inlet Channel Light 41	STRUCT MISSING	12204	056NC	04/10
28145	Oregon Inlet Channel Buoy 42	MISSING	12204	059NC	04/10

28150	Oregon Inlet Channel Buoy 44	OFF STA	12204 069NC	05/10
28315	Walter Slough Daybeacon 4	TRUB/STRUCT MISSING	12204 017NC	01/10
28335	Walter Slough Daybeacon 8	MISSING/TRUB	12204 323NC	27/08
28340	Walter Slough Light 9	TRLB/DBN DEST	12204 273NC	20/09
28345	Walter Slough Daybeacon 10	TRUB/DBN DEST	12204 565NC	40/09
28435	Roanoke Sound Channel	DBN DEST	12204 066NC	05/10
28630	Daybeacon 16A			
28630	Hatteras Inlet Entrance Lighted	LT EXT	11555 089NC	05/10
	Whistle Buoy HI			
29070.3	Big Foot Slough Channel Daybeacon 11	DBN DMGD	11550 651NC	47/09
29385	Beaufort Inlet Channel Lighted Buoy 16	TRLB	11547 050NC	03/10
29609	Swansboro Coast Guard Channel	MISSING	11541 732NC	51/09
	Lighted Buoy 4			
29660	New River Inlet Buoy 2	MISSING	11541 214NC	44/09
29745	New River Channel Daybeacon 15	MISSING/TRUB	11541 672NC	48/09
29760	New River Channel Light 17	TRUB/STRUCT DEST	11541 677NC	47/09
29975	New Topsail Inlet Buoy 1	OFF STA	11541 707NC	50/09
29985	New Topsail Inlet Buoy 2	MISSING	11541 750NC	52/09
29995	New Topsail Inlet Buoy 3	MISSING	11541 318NC	24/09
30250	Wrightsville Channel Daybeacon 24	DBN DEST	11541 378NC	26/09
30260	Carolina Beach Inlet Entrance Lighted	OFF STA/LT EXT	11534 743NC	52/09
	Whistle Buoy CB			
30275	Carolina Beach Inlet Buoy 3	OFF STA	11534 083NC	05/10
31390	Pasquotank River Entrance Light PR	REDUCED INT	11553 541NC	39/09
32105	Far Creek Channel Light 1FC	LT EXT/DBN DMGD	11548 026NC	02/10
32120	Far Creek Channel Daybeacon 7	DBN DMGD	11548 071NC	05/10
32540	Brant Island Warning Daybeacon I	TRUB/STRUCT DEST	11548 484NC	34/09
32840	Oyster Creek Light 10	MISSING/TRLB	11545 301NC	22/09
34570	Fulchers Creek Light 1	MISSING/TRLB	11545 547NC	42/08
34932	Manasquan Inlet Light 3	SS INOP	12324 459DB	45/09
35110	New Jersey Intracoastal Waterway	DBN DMGD	12324 035DB	05/10
	Daybeacon 37			
35120	New Jersey Intracoastal Waterway	DBN DMGD	12324 034DB	05/10
	Light 39			
35135	Barnegat Inlet Light BI	LT EXT	12324 033DB	05/10
37045	Pasquotank River Entrance Light PR	REDUCED INT	11553 541NC	39/09
37795	Great Bridge to Albemarle Sound	TRLB	12206 051NC	03/10
	Daybeacon 166			
37895	Alligator River Light 26	STRUCT DEST	11553 052NC	04/10
38410	Core Creek Daybeacon 23	TRUB/DBN DEST	11541 065NC	05/10
38655	Money Island Channel Daybeacon 2A	MISSING/TRUB/DBN DEST	11547 625NC	44/09
39020	Bogue Sound Daybeacon 40A	TRLB	11541 088NC	05/10
39223	Bogue Sound - New River Buoy 61A	MISSING	11541 053NC	04/10
39250	Mile Hammock Bay Channel Daybeacon 1	TRUB/STRUCT MISSING	11541 731NC	50/09
39290	Bogue Sound - New River Daybeacon 70	TRUB/STRUCT DEST	11541 604NC	43/09
39425	New River - Cape Fear River Light 49	TRLB/DBN DEST	11541 635NC	45/09
39440	New River - Cape Fear River Daybeacon	DBN DMGD	11541 006NC	01/10
	57			
39460	New River - Cape Fear River	DBN DEST	11541 067NC	05/10
	Daybeacon 69			
39495	New River - Cape Fear River Light 83	TRLB/STRUCT DEST	11541 728NC	50/09
39595	New River - Cape Fear River Daybeacon	TRUB/DBN DEST	11541 057NC	04/10
	120			
39705	New River - Cape Fear River Daybeacon	TRUB/STRUCT MISSING	11534 021NC	02/10
	150			
39815	Wilmington Shortcut Light 10	MISSING/TRLB	11534 721NC	50/09
39865	New River - Cape Fear River Daybeacon	MISSING/TRUB	11534 668NC	47/09
	172			
40055	Cape Fear River - Little River	MISSING/TRUB	11534 747NC	52/09
	Daybeacon 5			

40445	Cape Fear River - Little River Daybeacon 115	DBN DMGD	11534	014NC	02/10
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DISCREPANCIES (FEDERAL AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
165	Delaware Lighted Buoy D	WATCHING PROPERLY	12214	026D5	04/10	05/10
300	Turners Lump Lighted Bell Buoy 2TL	RESET ON STATION	12210	029NR	04/10	05/10
315	Parramore Bank Lighted Gong Buoy 10	RELIGHTED	12210	562-09HR	46/09	05/10
960	Barnegat Inlet Lighted Buoy 12	RELIGHTED	12324	030DB	04/10	05/10
1530	Harbor of Refuge Light	RELIGHTED	12216	025DB	03/10	05/10
1555	Brandywine Shoal Light	WATCHING PROPERLY	12214	028DB	04/10	05/10
5280	Chincoteague Inlet Lighted Buoy 2	RESET ON STATION	12210	032HR	04/10	05/10
5610	Virginia Inside Passage Light 7	RESET ON STATION	12210	031HR	04/10	05/10
8000	Craighill Channel Entrance Range Rear Light	RELIGHTED	12278	069BA	04/10	05/10
8260	Fort McHenry Channel Lighted Buoy 8	WATCHING PROPERLY	12281	075BA	04/10	05/10
10145	Lynnhaven Inlet Buoy 6	REBUILT/REMAINS	12254	036HR	05/10	05/10
21465	Cape Charles City Range B Rear Light	WATCHING PROPERLY	12224	028HR	04/10	05/10
30017	New Topsail Inlet Buoy 6A	RELOCATED	11541	449-09NC	32/09	05/10
30025	New Topsail Inlet Buoy 8	RELOCATED	11541	450-09NC	32/09	05/10
30280	Carolina Beach Inlet Buoy 4	RELOCATED	11534	084NC	05/10	05/10
30305	Carolina Beach Inlet Buoy 9	RESET ON STATION	11534	085NC	05/10	05/10
30530	Cape Fear River Channel Lighted Buoy 25	RELIGHTED	11534	058NC	04/10	05/10
30793	Lower Brunswick South Range Front Light	RELIGHTED	11537	082NC	05/10	05/10
30805	Big Island Upper South Range Rear Light	RELIGHTED	11537	029NC	02/10	05/10
33640	Turnagain Bay Light 4	REBUILT/REMAINS	11548	054NC	04/10	05/10
33845	Wilkinson Point Ferry Terminal Channel Daybeacon 3	REBUILT/REMAINS	11552	062NC	05/10	05/10
39965	Cape Fear River Channel Lighted Buoy 25	RELIGHTED	11534	058NC	04/10	05/10

DISCREPANCIES (PRIVATE AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
803	UNCW/CORMP Lighted Data Buoy A	MISSING	11539	713NC	50/09	
1690	Bidwell Creek Entrance Light 2	DBD DMGD	12304	NONEAC	37/06	
2119	Burton Prong Buoy 4	MISSING	12216	0173AC	16/06	
2119.01	Herring Creek Daybeacon 1	DBN DMGD	12216	258DB	27/09	
2119.06	Herring Creek Daybeacon 6	DBN DMGD	12216	259DB	27/09	
11350	Leeward Marina Channel Daybeacon 1	DBN DMGD	12248	388HR	35/08	
11355	Leeward Marina Channel Daybeacon 2	DBN DMGD	12248	390HR	35/08	
12616	Weanack Channel Entrance Lighted Buoy 2WC	LT EXT	12252	118HR	11/09	
14940	Windmill Point Marina Light 3	HAZ NAV/LT EXT	12235	194HR	19/08	
17845	Nanjemoy Creek Buoy 5	OFF STA	12288	258BA	22/09	
18110	Cockpit Point Barge Dock Mooring Light A	BUOY DMGD/LT EXT	12288	417BA	46/08	
18535	Piscataway Creek Daybeacon 8	DBN DMGD	12289	517BA	41/07	
18601.06	National Harbor Channel Light 8	DBN DMGD	12289	129BA	11/09	
18900	Solomons Island Wharf Light	LT IMCH/REDUCED INT	12284	260BA	29/08	
18975	Mill Creek Daybeacon 9	STRUCT DEST	12284	086BA	38/08	
18985	Mill Creek Daybeacon 12	TRUB/DBN DEST	12284	433BA	47/08	
18995	St. John Creek Daybeacon 2	DBN DMGD	12284	209BA	17/09	
18995	St. John Creek Daybeacon 2	DBN DMGD	12284	466BA	38/09	
19062	Solomons Island Fishing Pier Light	LT EXT/DBN DMGD	12284	261BA	29/08	
19125	Helen Creek Buoy 1A	OFF STA	12264	282BA	30/08	

19152	Academy Of Natural Science Intake Light B	LT EXT/DBN DMGD	12264	262BA	29/08
19215	Cape St. Marys Marina Breakwater Light	LT EXT	12264	0180BA	08/05
20092	Little Magothy River Buoy 1LM	OFF STA	12282	105BA	09/09
20140	Grays Creek Daybeacon 1	DBN DEST	12282	389BA	31/09
20430	Pennwood Channel Range Front Light	LT EXT	12278	0200BA	24/06
20435	Pennwood Channel Range Rear Light	LT EXT	12278	315BA	23/07
20600	Sparrows Point Bulkhead Light A	LT EXT	12281	365BA	25/09
21185	Fairfield Channel Buoy 6	MISSING	12281	233BA	17/07
22095	Onanock Creek -South Branch Buoy 1	OFF STA	12228	292BA	30/08
22985	Ward Creek Warning Daybeacon A	MISSING	12231	0503BA	31/05
23315	Jones Creek Daybeacon 4	DBN DEST	12231	402BA	44/08
23715	Dames Quarter Creek Channel Daybeacon 4	DBD DEST	12261	337BA	24/07
25020	Cambridge Channel Range Front Light	LT EXT	12268	420BA	46/08
25025	Cambridge Channel Range Rear Light	LT EXT/DBN DMGD	12268	418BA	46/08
25745	Upper Edge Creek Daybeacon 1	DBN IMCH	12266	0007BA	02/05
25755	Upper Edge Creek Daybeacon 3	DBN IMCH	12266	0008BA	02/05
25760	Upper Edge Creek Daybeacon 5	DBN DMGD	12266	575BA	51/09
26125	Wye River Daybeacon 1	MISSING	12270	226BA	20/09
26220	Oak Creek Buoy 6	MISSING	12270	445BA	36/09
26990	Shallow Creek Daybeacon 9	DBN DMGD	12278	366BA	29/09
27230	Upper Gunpowder River Buoy 2	MISSING	12274	234BA	20/09
27235	Upper Gunpowder River Daybeacon 3	DBN DEST	12274	235BA	20/09
27240	Upper Gunpowder River Buoy 4	MISSING	12274	236BA	20/09
27245	Upper Gunpowder River Daybeacon 5	DBN DEST	12274	356BA	28/09
27250	Upper Gunpowder River Buoy 6	MISSING	12274	237BA	20/09
27255	Upper Gunpowder River Buoy 7	MISSING	12274	238NC	20/09
27265	Upper Gunpowder River Buoy 9	MISSING	12274	239BA	20/09
27270	Upper Gunpowder River Buoy 10	MISSING	12274	240BA	20/09
27275	Upper Gunpowder River Daybeacon 11	DBN IMCH	12274	0704BA	34/04
27410	Fairlee Creek Buoy 7	MISSING	12278	198BA	17/09
27415	Fairlee Creek Buoy 8	MISSING	12278	196BA	17/09
27420	Fairlee Creek Buoy 9	MISSING	12278	199BA	17/09
27425	Fairlee Creek Buoy 10	OFF STA	12278	197BA	17/09
27635	Fishing Battery Buoy 1	OFF STA	12274	482BA	40/09
28552	Shallowbag Bay Warning Light A	LT EXT	12205	011NC	01/10
28553	Shallow Bag Warning Light D	LT EXT	12205	010NC	01/10
31055	Shallotte Inlet Buoy 1	OFF STA	11534	491NC	35/09
31416	Whitehall Shores Channel Light 1	LT IMCH	12206	585NC	42/09
31946.2	Spencer Creek Daybeacon 3	DBN IMCH	12205	542NC	39/09
31946.3	Spencer Creek Daybeacon 4	DBN IMCH	12205	543NC	39/09
31946.4	Spencer Creek Daybeacon 5	DBN IMCH	12205	NONENC	39/09
31946.6	Spencer Creek Daybeacon 7	DBN IMCH	12205	544NC	39/09
33493	NC-EONS Environmental Data Light A	TRLB/DBN DEST	11550	522NC	41/08
34605	Salters Creek Entrance Daybeacon 3	MISSING	11545	482NC	34/09
39621.3	Bradley Creek Daybeacon 3	MISSING	11541	729NC	50/09
	Beach Cove South Channel Daybeacon 8	MISSING	12216	NONEAC	10/06
	Cherrystone Artifical Reef Buoys	MISSING	12221	NONED5	24/05
	East Cod Creek Daybeacon 2	DBN DMGD	12233	317BA	26/09
	East Cod Creek Daybeacon 6	DBN DMGD	12285	318BA	26/09
	East Cod Creek Entrance Light 1	LT EXT	12233	316BA	26/09
	Grassy Sound North Pier Light	LT EXT	12316	0068AC	07/06
	Grassy Sound South Pier Light	LT EXT	12316	0069AC	07/06
	Great Egg Harbor River Lighted Buoy 1	LT EXT	12318	0067AC	07/06
	Indian River Bay Shellfish Excl. Buoy	MISSING		NONEAC	10/06

Manklin Creek Buoy 1M	DBN IMCH	12211	NONED5	24/05
Maryland Dnr Back Creek Buoy 8	ADRIFT	12282	NONEBA	19/09
Nc Fishing Reef Buoy Ar 372	MISSING	11539	448D5	50/09
Old House Cove Warning Daybeacon A	MISSING	12231	0498BA	31/05
Old House Cove Warning Daybeacon B	MISSING	12231	0499BA	31/05
Old House Cove Warning Daybeacon C	MISSING	12231	0500BA	31/05
Parramore Artifical Reef Buoy	MISSING	12210	0071ES	21/05
South Creek Buoy 2	OFF STA	12270	245BA	27/08
South Creek Buoy 4	OFF STA	12270	245BA	27/08
Wachapreague Artifical Reef Buoys	MISSING	12210	0072ES	21/05

DISCREPANCIES (PRIVATE AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
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None

PLATFORM DISCREPANCIES

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

PLATFORM DISCREPANCIES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

SECTION III - TEMPORARY CHANGES and TEMPORARY CHANGES CORRECTED

This section contains temporary changes and corrections to Aids to Navigation for this edition. When charted aids are temporarily relocated for dredging, testing, evaluation, or marking an obstruction, a temporary correction shall be listed in Section IV giving the new position.

TEMPORARY CHANGES

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
5610	Virginia Inside Passage Light 7	TRLB	12210	190D5	22/09	
6450	Virginia Inside Passage Daybeacon 233	DISCONTINUED	12224	NONED5	48/09	
6520	Virginia Inside Passage Light 249	TRDBN	12224	NONED5	20/09	
6915	Great Machipongo Channel Light 6	TRLB	12210	193D5	22/09	
9707	Lambert Bend Turning Basin Daybeacon A	TRUB	12254	NONED5	25/08	
11897	James River Channel Lighted Buoy 27A	DISCONTINUED FOR DREDGING	12248	038D5	05/10	
11903	James River Channel Lighted Buoy 29	DISCONTINUED FOR DREDGING	12248	038D5	05/10	
11904	James River Channel Lighted Buoy 29A	DISCONTINUED FOR DREDGING	12248	038D5	05/10	
28007	Oregon Inlet Buoy 8	DISCONTINUED FOR DREDGING	12204	367D5	42/09	
28030	Oregon Inlet Buoy 14	DISCONTINUED FOR DREDGING	12204	343D5	39/09	
28145	Oregon Inlet Channel Buoy 42	RELOCATED FOR DREDGING	12204	012D5	02/10	
29385	Beaufort Inlet Channel Lighted Buoy 16	TRLB	11547		51/08	
30175	Masonboro Inlet Light Buoy 6	DISCONTINUED	11541	032D5	04/10	

TEMPORARY CHANGES CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
4365	Indian River Inlet Lighted Buoy 2	Correction Status Unreported	12216	CX BNM 031D5	05/10	05/10

PLATFORM TEMPORARY CHANGES

Name	Status	Position	BNM Ref.	LNM St	LNM End
None					

PLATFORM TEMPORARY CHANGES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End
None					

SECTION IV - CHART CORRECTIONS

This section contains corrections to federally and privately maintained Aids to Navigation, as well as NOS corrections.						
This section contains corrective actions affecting chart(s). Corrections appear numerically by chart number, and pertain to that chart only. It is up to the mariner to decide which chart(s) are to be corrected. The following example explains individual elements of a typical chart correction.						
Chart Number	Chart Edition	Edition Date	Last Local Notice to Mariners	Horizontal Datum Reference	Source of Correction	Current Local Notice to Mariners
12327	91st Ed.	19-APR-97	Last LNM: 26/97	NAD 83		27/97
Chart Title: NY-NJ-NEW YORK HARBOR - RARITAN RIVER						
Main Panel 2245 NEW YORK HARBOR					CGD01	
(Temp) ADD	NATIONAL DOCK CHANNEL BUOY 3				at 40-41-09.001N	074-02-48.001W
	Green can					
Corrective Action	Object of Corrective Action				Position	
(Temp) indicates that the chart correction action is temporary in nature. Courses and bearings are given in degrees clockwise from 000 true.						
Bearings of light sectors are toward the light from seaward. The nominal range of lights is expressed in nautical miles (NM) unless otherwise noted.						

11534	36th Ed.	01-AUG-09	Last LNM: 03/10	NAD 83		05/10
ChartTitle: Intracoastal Waterway Myrtle Grove Sound and Cape Fear River to Casino Creek						
Main Panel 202 MYRTLE GROVE SOUND AND CAPE FEAR RIVER TO CASINO CREEK. Page/Side: A						
RELOCATE	Carolina Beach Inlet Buoy 4				CGD05 from 34-04-54.115N to 34-04-54.307N	077-52-00.889W 077-51-54.510W
RELOCATE	Carolina Beach Inlet Buoy 5				CGD05 from 34-04-53.139N to 34-04-51.786N	077-52-08.515W 077-52-10.888W
11541	38th Ed.	01-NOV-08	Last LNM: 04/10	NAD 83		05/10
ChartTitle: Intracoastal Waterway Neuse River to Myrtle Grove Sound						
Main Panel 501 NEUSE RIVER, MAW PT SHOAL TO BACK CR. Page/Side: A						
RELOCATE	New Topsail Inlet Buoy 6A				CGD05 from 34-20-28.638N to 34-20-26.900N	077-40-09.390W 077-40-09.704W
RELOCATE	New Topsail Inlet Buoy 8				CGD05 from 34-20-35.829N to 34-20-36.138N	077-40-11.059W 077-40-11.890W

SECTION V - ADVANCE NOTICES

This section contains advance notice of approved projects, changes to aids to navigation, or upcoming temporary changes such as dredging, etc. Mariners are advised to use caution while transiting these areas.	
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SUMMARY OF ADVANCED APPROVED PROJECTS

Approved Project(s)	Project Date	Ref. LNM
None		
Advance Notice(s)		

NJ - GREAT EGG HARBOR INLET - GREAT EGG HARBOR BAY - NEW BRIDGE REGULATIONS

Effective February 24, 2010, the Coast Guard is changing the regulations that govern the operation of the US Route 9/Beesleys Point Bridge over Great Egg Harbor Bay, at mile 3.5, between Beesleys Point and Somers Point, NJ. This final rule will allow the drawbridge to operate on an advance notice basis during specific dates and times of the year. The final rule change will result in more efficient use of the bridge during dates and times of infrequent transit. A copy of Public Notice 5-1167, which describes the changes in detail, can be obtained by writing to the address above or by calling (757) 398-6557.
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MD – HEAD OF CHESAPEAKE BAY – SUSQUEHANNA RIVER – AIDS TO NAVIGATION CHANGE

The Coast Guard has completed its consultation of Section 106 of the National Historic Preservation Act (NHPA) and will discontinue Fishing Battery Light (LLNR 27630) on or about February 18, 2010.

Send comments to:

Commander (dpw)
Fifth Coast Guard District
431 Crawford Street, Rm.100
Portsmouth, VA.23704
Attn.: Albert Grimes Or email to: Albert.L.Grimes@uscg.mil

Charts: 12273, 12274

LNM: 04/10

SECTION VI - PROPOSED CHANGES

Periodically, the Coast Guard evaluates its system of aids to navigation to determine whether the conditions for which the aids to navigation were established have changed. When changes occur, the feasibility of improving, relocating, replacing, or discontinuing aids are considered. This section contains notice(s) of non-approved, proposed projects open for comment. SPECIAL NOTE: Mariners are requested to respond in writing to the District office unless otherwise noted (see banner page for address).

PROPOSED WATERWAY PROJECTS OPEN FOR PUBLIC COMMENT

<u>Proposed Project(s)</u>	<u>Closing</u>	<u>Docket No.</u>	<u>Ref. LNM</u>
None			
<u>Proposed Change Notice(s)</u>			
None			

SECTION VII - GENERAL

This section contains information of general concern to the Mariners. Mariners are advised to use caution while transiting these areas.

VA - WILLOUGHBY BAY - THIMBLE SHOAL CHANNEL - HELICOPTER AIRBORNE MINE COUNTERMEASURES OPERATIONS

Helicopter Mine Countermeasures Squadron Fourteen (HM-14) routinely conducts airborne mine countermeasures (AMCM) operations utilizing the MH-53E helicopter at low altitudes over the following inland and coastal waterways:

- Willoughby Bay
- Thimble Shoal Channel from the Naval Station Norfolk piers to the Chesapeake Bay Bridge Tunnel.
- An area of the Chesapeake Bay, adjacent to the Thimble Shoal Channel from Thimble Shoal to the Chesapeake Bay bridge tunnel extending to the north four miles to form a four by seven mile rectangle.

During these operations, the aircraft will be operating at altitudes as low as seventy-five feet and will produce localized winds in excess of 125 miles per hour. Rotor wash produced winds pose a considerable hazard to vessels, especially sailing vessels. The devices the helicopters tow range in size and appearance from a large orange and white sled approximately the size of a pick up truck to slightly submerged steel pipes thirty feet in length, both of which have submerged cable extending well beyond the visible portion of the towed device. The Aircraft Commanders have been directed to exercise every effort to conflict and avoid surface vessels.

All mariners are requested to remain well clear of the helicopters, the towed devices, and the area extending directly behind the aircraft for four hundred yards. Do not approach or cross the area directly behind the towed device as a submerged hazard exists regardless of whether the device is in motion or stationary.

These operations involve large naval helicopters at flight altitudes of 100 feet or less, towing surface and sub-surface devices at speeds up to 25 knots. Helicopters may be identified by a rotating amber position light on centerline of main hull flashing 90 times per minute. An area of hurricane-force winds exists within a 250-foot radius around these helicopters, sufficient to blow people and objects from exposed decks and capsize small craft. The towed devices may be completely invisible and include large cables on or just below the surface streaming up to 1200 feet behind the aircraft. AMCM helicopters will transit to and from the area described above in the following manner: Outboard from the seaplane ramp at the Norfolk Naval Air Station across Willoughby Bay to the main shipping channel, then easterly along the main channel to Buoy 21. From Buoy 21 either East, SE or SSE to the operating area. The return flight will follow the same path as the outbound flight. To minimize the potential

VA - WILLOUGHBY BAY - THIMBLE SHOAL CHANNEL - HELICOPTER AIRBORNE MINE COUNTERMEASURES OPERATIONS

for mishap, vessels are requested to remain well clear of these danger zones when AMCM operations are encountered. Charts: 12200, 12205, 12221, 12222 & 12254.

VA -YORK RIVER - U.S. NAVAL WEAPONS STATION - CHEATHAM ANNEX - SMALL ARMS LIVE FIRE DANGER ZONE

A Danger zone has been established within an area beginning at Mean High Water on the shore at the U.S. Naval Weapons Station, Cheatham Annex facility on the York River, located at 37-17-33.10N, 076-36-19.06W; then northeast to a point on the York River at 37-18-36.650N, 076-34-39.010"W, thence south, southeast to 37-18- 59.37N, 076-34-13.65W; then southwest to a point on the shore located at 37-17-26.750N, 076-36-14.890W. Vessels may transit this area at any time, however, no vessel shall anchor, fish or conduct any waterborne activities within the Danger Zone established in accordance with this regulation any time live firing exercises are being conducted. Any time live firing is being conducted a red flag will be displayed in a conspicuous location along the shore to signify the range is active. At night, red lights will be displayed. Chart: 12241.

VA - COASTAL - U.S. NAVAL BASE DAM NECK, VIRGINIA BEACH - SMALL ARMS RANGE LIVE FIRE SCHEDULE

All vessel operators are reminded to review Navigation Regulations as described in paragraph 334.380 of Chapter 2, of U.S. Coast Pilot 4, Atlantic Coast: Cape Henry to Key West (37TH) Edition when operating south of the entrance to the Chesapeake Bay, off the Dam Neck Naval Firing Range. When firing is in progress during daylight hours, red flags will be displayed at conspicuous locations on the beach at the facility. Vessels shall proceed through the area with caution and shall remain in the area no longer than necessary for transit.

The U.S. Naval Base Dam Neck Live Fire Range will be active during periods advertised by Broadcast Notice to Mariners. Charts: 12203, 12205, 12207 & 12221.

VA - COASTAL - STATE MILITARY RESERVATION, CAMP PENDLETON, VIRGINIA BEACH - SMALL ARMS LIVE FIRE SCHEDULE

The Camp Pendleton State Military Reservation Live Fire Small Arms Range described as all of the waters seaward of the mean high water shore line within a sector between radial lines extending 13,500 yards seaward and bearing 070 degrees true and 150 degrees true, respectively, from a point on shore at 36- 48- 58.3N, 075- 57- 59.0W. All vessel operators are reminded to review Navigation Regulations as described in paragraph 334.380 of Chapter 2, of U.S. Coast Pilot 4, Atlantic Coast: Cape Henry to Key West (37th) Edition when operating south of the entrance to the Chesapeake Bay. Firing will take place only during daylight hours and red flags will be displayed at conspicuous locations on the beach at the facility. Vessels shall proceed through the area with caution and shall remain in the area no longer than necessary for transit.

The Camp Pendleton Live Fire Range will be active during the following periods:

DATE	UNIT	AMMO	HOURS
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Charts: 12203, 12205.12207 & 12221.

LNM: 02/10

NC - NEW RIVER - FIRING EXERCISES

The Commanding General, Marine Corps Base, Camp Lejeune, North Carolina, has advised that the area in the Atlantic Ocean between a point approximately 4.5 miles east of Bogue Inlet to a point approximately 10.0 miles southwest of New River Inlet, North Carolina, within the existing danger zone (depicted as 334.440) as shown on National Ocean Service Chart 11543, will be hazardous to navigation because of field firing exercises during the periods and times listed below. Firing will be to 3 miles seaward. Vessels are urged to avoid the above area during the periods stated except for the Atlantic Intracoastal Waterway, where mariners traveling through this area can expect a delay of about one hour during the above times. Range Control Boats, Marine Corps Base Camp Lejeune, North Carolina monitor Channel 16 VHF-FM (156.8 MHz) and the working Channel 82 VHF-FM (161.725 MHz).

The restricted areas in New River, as shown on National Ocean Service Chart 11542, will be closed to navigation because of firing exercises during the following periods:

Jacksonville Sector Sunrise to Sunset - daily.

Farnell Bay Sector Sunrise to Sunset - daily.

Traps Bay Sector Sunrise to Sunset - daily.

Stone Bay Sector 12:01 a.m. to Midnight - daily.

Stone Creek Sector 12:01 a.m. to Midnight - daily.

Grey Point Sector 12:01 a.m. to Midnight- daily.

Ship operations consisting of landing craft, amphibious vehicles, and helicopters will be conducted in the Onslow Beach operating area and all sectors of New River from 12:01 a.m. to Midnight- daily. Range Control Boats, Marine Corps Base Camp Lejeune, North Carolina monitor Channel 16 VHF-FM (156.8 MHz) and the working Channel 82 VHF-FM (161.725 MHz).

Charts: 11542 & 11543.

DE/PA – DELAWARE RIVER (MAINE CHANNEL)– DREDGING

The dredge PULLEN will be conducting dredging operations in the Delaware River on the New Castle Range from 30 January until 25 March, 2010.

DE/PA – DELAWARE RIVER (MAINE CHANNEL)– DREDGING

The dredge will monitor VHF-FM channels 13 and 16. A submerged pipeline will run from the dredge site to the Kilcohook Disposal Area. Mariners are cautioned to stay clear of dredge, booster, floating (pontoon) and submerged pipelines, barges, derricks and operating wires associated with dredging and marine construction operations. Operators of vessels of all types should be aware that dredges and floating pipelines are held in place by cables, attached to anchors some distance away from the equipment. Buoys are attached to the anchors so that the anchors may be moved as the dredge advances and the location of the submerged pipelines are marked by buoys on each side of the channel. Mariners are cautioned to strictly comply with the Inland Rules of the Road when approaching, passing and leaving the area of operations, and remain a safe distance away from the dredge, booster, buoys, cables, pipeline, barges, derricks, wires and related equipment. Owners and lessees of fishnets, crabpots and other structures that may be in the vicinity and that may hinder the free navigation of attending vessels and equipment must be removed from the area where tugs, tenderboats and other attendant equipment will be navigating. Dredging projects are usually conducted twenty-four (24) hours a day seven (7) days a week, all fishnets, crabpots and structures in the general area must be removed prior to commencement of any work. A slow NO WAKE speed is requested of transiting vessels. All vessels are requested to contact the dredge for passing arrangements 30 minutes prior to passing. Chart: 12311.

LNM: 05/10

MD – CHESAPEAKE BAY – APPROACHES TO BALTIMORE HARBOR – BALTIMORE HARBOR

Marine construction operations will be conducted at the Seagirt Marine Terminal berth 4 from 12 January, 2010 until February 2012. Work will include bottom boring, mechanical dredging, demolition and pile driving. Crane and deck barges will be moored in the construction site and will be lighted according with the Rules of the Road. Mariners are requested to transit the site with caution and if necessary contact the assisting vessels SWEET PEA, WB 29 or JOSEPHINE on VHF-FM 13. Chart: 12281.

LNM: 02/10

MD – CHESAPEAKE BAY – CURTIS (CREEK) BAY - BRIDGE CLOSURE

Mariners are advised that the Interstate 695 Lift Bridge, at mile 1.0, across Curtis (Creek) Bay in Baltimore, MD will be closed to vessels requiring an opening until further notice due to emergency mechanical repairs. The available vertical clearance in closed position to vessels is approximately 56 feet above mean high water. Mariners able to pass under the closed span should use extreme caution when transiting the area. Chart: 12278.

LNM: 33/09

MD – CHESAPEAKE BAY – EASTERN BAY AND SOUTH RIVER – EASTERN BAY – POPLAR ISLAND NARROWS – HAZARD TO NAVIGATION

The U.S. Army Corps of Engineers has confirmed a report of several submerged rock piles emplaced to create two fish habitat reef lines in the Chesapeake Bay, approximately 100 feet north and northeast of the Poplar Island Habitat Restoration Perimeter Dike. A reef line is located between approximate positions 38-46-57N, 076-22-35W and 38-46-56N, 076-22-24W. And a reef line located between 38-46-44N, 076-22-10W and 38-46-35N, 076-22-10W. The rock piles are reported to be awash at MLLW. Mariners are urged to use caution when transiting the area. Chart: 12263.

LNM: 43/08

MD – UPPER POTOMAC RIVER – NANJEYMOY CREEK– DREDGING

Lake Services, Inc. will be conducting mechanical dredging operations in Nanjemoy Creek from 23 January until 25 February, 2010. The dredge will monitor VHF-FM channels 13 and 16. Mariners are cautioned to stay clear of dredge, booster, floating (pontoon) and submerged pipelines, barges, derricks and operating wires associated with dredging and marine construction operations. Operators of vessels of all types should be aware that dredges and floating pipelines are held in place by cables, attached to anchors some distance away from the equipment. Buoys are attached to the anchors so that the anchors may be moved as the dredge advances and the location of the submerged pipelines are marked by buoys on each side of the channel. Mariners are cautioned to strictly comply with the Inland Rules of the Road when approaching, passing and leaving the area of operations, and remain a safe distance away from the dredge, booster, buoys, cables, pipeline, barges, derricks, wires and related equipment. Owners and lessees of fishnets, crabpots and other structures that may be in the vicinity and that may hinder the free navigation of attending vessels and equipment must be removed from the area where tugs, tenderboats and other attendant equipment will be navigating. Dredging projects are usually conducted twenty-four (24) hours a day seven (7) days a week, all fishnets, crabpots and structures in the general area must be removed prior to commencement of any work. A slow NO WAKE speed is requested of transiting vessels. All vessels are requested to contact the dredge prior to passing. Chart: 12288.

LNM: 03/10

MD –CHESAPEAKE BAY – SMITH ISLAND– DREDGING

The dredge RICHMOND will be conducting dredging operations on Smith Island in the West Entrance Channel between the jetties and continuing to Levering Creek, Rhodes Point to Tylerton, Tyler Ditch, Big Thorofare and Twitch East Entrance Channel from 23 January until 25 April, 2010. The dredge will monitor VHF-FM channels 13 and 16. Mariners are cautioned to stay clear of dredge, booster, floating (pontoon) and submerged pipelines, barges, derricks and operating wires associated with dredging and marine construction operations. Operators of vessels of all types should be aware that dredges and floating pipelines are held in place by cables, attached to anchors some distance away from the equipment. Buoys are attached to the anchors so that the anchors may be moved as the dredge advances and the location of the submerged pipelines are marked by buoys on each side of the channel. Mariners are cautioned to strictly comply with the Inland Rules of the Road when approaching, passing and leaving the area of operations, and remain a safe distance away from the dredge, booster, buoys, cables, pipeline, barges, derricks, wires and related equipment. Owners and lessees of fishnets, crabpots and other structures that may be in the vicinity and that may hinder the free navigation of attending vessels and equipment must be removed from the area where tugs, tenderboats and other attendant equipment will be navigating. Dredging projects are usually conducted twenty-four (24) hours a day seven (7) days a week, all fishnets, crabpots and structures in the general area must be removed prior to commencement of any work. A slow NO WAKE speed is requested of transiting vessels. All vessels are requested to contact the dredge prior to passing. Chart: 12231.

LNM: 04/10

MD –HONGA/NANTICOKE/WICOMICO RIVERS/FISHING BAY – WEBSTER COVE– DREDGING

The dredge ELICOTT 370 will be conducting mechanical dredging operations in the Webster Cove Harbor Marina from 01 February until 14 February, 2010. A cranebarge, pusher boats and assisting vessels will be onscene. A pipeline will extend toward the mouth of the Wicomico River approximately 1.6 miles to the disposal area. The dredge will monitor VHF-FM channels 13 and 16. Mariners are cautioned to stay clear of dredge, booster, floating (pontoon) and submerged pipelines, barges, derricks and operating wires associated with dredging and marine construction operations. Operators of vessels of all types should be aware that dredges and floating pipelines are held in place by cables, attached to anchors some distance away from the equipment. Buoys are attached to the anchors so that the anchors may be moved as the dredge advances and the location of the submerged pipelines are marked by buoys on each side of the channel. Mariners are cautioned to strictly comply with the Inland Rules of the Road when approaching, passing and leaving the area of operations, and remain a safe distance away from the dredge, booster, buoys, cables, pipeline, barges, derricks, wires and related equipment. Owners and lessees of fishnets, crabpots and other structures that may be in the vicinity and that may hinder the free navigation of attending vessels and equipment must be remove these from the area where tugs, tenderboats and other attendant equipment will be navigating. Dredging projects are usually conducted twenty-four (24) hours a day seven (7) days a week, all fishnets, crabpots and structures in the general area must be removed prior to commencement of any work. A slow NO WAKE speed is requested of transiting vessels. All vessels are requested to contact the dredge prior to passing. Chart: 12261.

LNM: 04/10

VA/NC – AIWW – ALBEMARLE AND CHESAPEAKE CANAL – GREAT BRIDGE LOCKS – CLOSURE

The lock at Great Bridge, Chesapeake, Va. will close to navigation Tuesday, Feb. 9, 2010 from 6:00 a.m. to 9:00 p.m. The Albemarle and Chesapeake Canal, Route 1 of the Atlantic Intracoastal Waterway, will close to vessel traffic during the Great Bridge lock closure Feb. 9. The Great Bridge lock closure is required to facilitate the changing of lock gates at the Great Bridge facility. Boaters desiring to transit the Atlantic Intracoastal Waterway during the closure may use the Dismal Swamp Canal, Route 2. The Dismal Swamp Canal and the Albemarle and Chesapeake Canal form alternative routes along the Atlantic Intracoastal Waterway between Chesapeake Bay and Albemarle Sound. The Dismal Swamp Canal, maintained to a depth of 6 feet, has a normal operating schedule for openings at 8:30 a.m., 11:00 a.m., 1:30 p.m. and 3:30 p.m. This schedule is subject to change during adverse weather conditions. Bridge and lock operators monitor marine radio channel 13. For current status on the depths, etc. of the Dismal Swamp Route please contact the Corps. of Engineers at 757-201-7500. Chart: 12206.

LNM: 05/10

VA –JAMES RIVER –NEWPORT NEWS TO JAMESTOWN – DREDGING

The dredge LEXINGTON will be conducting dredging operations in the James River between James River Channel Lighted Buoy 27 (LLNR 11895) and James River Channel Lighted Buoy 32 (LLNR 11915) from 29 January until 15 March, 2010. The dredge will monitor VHF-FM channels 13 and 16. Mariners are cautioned to stay clear of dredge, booster, floating (pontoon) and submerged pipelines, barges, derricks and operating wires associated with dredging and marine construction operations. Operators of vessels of all types should be aware that dredges and floating pipelines are held in place by cables, attached to anchors some distance away from the equipment. Buoys are attached to the anchors so that the anchors may be moved as the dredge advances and the location of the submerged pipelines are marked by buoys on each side of the channel. Mariners are cautioned to strictly comply with the Inland Rules of the Road when approaching, passing and leaving the area of operations, and remain a safe distance away from the dredge, booster, buoys, cables, pipeline, barges, derricks, wires and related equipment. Owners and lessees of fishnets, crabpots and other structures that may be in the vicinity and that may hinder the free navigation of attending vessels and equipment must be remove these from the area where tugs, tenderboats and other attendant equipment will be navigating. Dredging projects are usually conducted twenty-four (24) hours a day seven (7) days a week, all fishnets, crabpots and structures in the general area must be removed prior to commencement of any work. A slow NO WAKE speed is requested of transiting vessels. All vessels are requested to contact the dredge prior to passing. Chart: 12248.

LNM: 04/10

NC – NEUSE RIVER – TRENT RIVER – BRIDGE CONSTRUCTION

Construction on the Alfred A. Cunningham/U.S. Route 70 Drawbridge at Newbern, NC is nearing completion. The main channel is partially obstructed with a cap pile. Vessel traffic will have approximately 40 feet of available horizontal clearance on both sides of the pile obstruction. The cap pile will be lighted in accordance with Coast Guard regulations. Mariners are advised that vessel traffic may be delayed while construction equipment remove the pile. Mariners are urged to use caution and NO WAKE when transiting the area. Chart: 11552.

LNM: 03/10

NC – NEUSE RIVER – SMITHS CREEK - ORIENTAL – JETTY CONSTRUCTION

Paul Howard Construction will be conducting stone jetty rebuild/replacement at the entrance to Smiths Creek, Oriental, NC from 01 February until 15 March, 2010. A barge with excavator, a rock storage barge and assisting tug and tender boat will be onscene. The tug will monitor VHF-FM 16. The barges may extend into the channel during daylight work hours but will be positioned behind the jetty at night or when not in service. Chart: 11541.

LNM: 04/10

NC –CAPE FEAR RIVER TO LITTLE RIVER –AIWW - SOUTHPORT– DREDGING

The dredge KRISTI JOE will be conducting dredging operations in Southport Boat Basin adjacent to the AIWW from 20 January until 20 February, 2010. A lighted floating and submerged pipeline will traverse south/southeasterly from the boat basin to the USACE Upland Disposal Site. The dredge and assisting vessel BETTY LOU will monitor VHF-FM channels 13, 16 and 79. Mariners are cautioned to stay clear of dredge, booster, floating (pontoon) and submerged pipelines, barges, derricks and operating wires associated with dredging and marine construction operations. Operators of vessels of all types should be aware that dredges and floating pipelines are held in place by cables, attached to anchors some distance away from the equipment. Buoys are attached to the anchors so that the anchors may be moved as the dredge advances and the location of the submerged pipelines are marked by buoys on each side of the channel. Mariners are cautioned to strictly comply with the Inland Rules of the Road when approaching, passing and leaving the area of operations, and remain a safe distance away from the dredge, booster, buoys, cables, pipeline, barges, derricks, wires and related equipment. Owners and lessees of fishnets, crabpots and other structures that may be in the vicinity and that may hinder the free navigation of attending vessels and equipment must be remove these from the area where tugs,

NC –CAPE FEAR RIVER TO LITTLE RIVER –AIWW - SOUTHPORT– DREDGING

tenderboats and other attendant equipment will be navigating. Dredging projects are usually conducted twenty-four (24) hours a day seven (7) days a week, all fishnets, crabpots and structures in the general area must be removed prior to commencement of any work. A slow NO WAKE speed is requested of transiting vessels. All vessels are requested to contact the dredge prior to passing. Chart: 11534.

LNM: 03/10

NC –NEUSE RIVER TO MYRTLE GROVE SOUND –AIWW –BEAR/BROWN INLETS– DREDGING

The dredge WILCO will be conducting dredging operations in AIWW between Bear and Brown Inlets from 22 January until 19 February, 2010. A lighted floating and submerged pipeline will traverse the south shoreline between the inlets to the Onslow Beach Disposal Area. The dredge and assisting vessels PROUD MARY and ANN KAY will monitor VHF-FM channels 13, 16 and 79. Mariners are cautioned to stay clear of dredge, booster, floating (pontoon) and submerged pipelines, barges, derricks and operating wires associated with dredging and marine construction operations. Operators of vessels of all types should be aware that dredges and floating pipelines are held in place by cables, attached to anchors some distance away from the equipment. Buoys are attached to the anchors so that the anchors may be moved as the dredge advances and the location of the submerged pipelines are marked by buoys on each side of the channel. Mariners are cautioned to strictly comply with the Inland Rules of the Road when approaching, passing and leaving the area of operations, and remain a safe distance away from the dredge, booster, buoys, cables, pipeline, barges, derricks, wires and related equipment. Owners and lessees of fishnets, crabpots and other structures that may be in the vicinity and that may hinder the free navigation of attending vessels and equipment must be remove these from the area where tugs, tenderboats and other attendant equipment will be navigating. Dredging projects are usually conducted twenty-four (24) hours a day seven (7) days a week, all fishnets, crabpots and structures in the general area must be removed prior to commencement of any work. A slow NO WAKE speed is requested of transiting vessels. All vessels are requested to contact the dredge prior to passing. Chart: 11541.

LNM: 03/10

NC – CAPE HENRY TO PAMLICO SOUND – WALTER SLOUGH – SHOALING

Shoaling to a depth of less than 4.0 feet MLW has been reported in the vicinity of Walter Slough Daybeacon 10 (LLNR 28345). Mariners are requested to use caution when transiting this area. Chart: 12205.

LNM: 04/10

NC –CAPE FEAR RIVER - HORSESHOE SHOALS THRU BALDHEAD SHOALS REACH – DREDGING

The hopper dredge DODGE ISLAND will be conducting dredging operations in the Lower Cape Fear River from Horseshoe Shoals to the Baldhead Shoals Reach from 04 February until 05 April, 2010. The survey vessel EAST RIVER will be assisting. The dredge material will be deposited in the ocean Dredge material Disposal site. The dredge and assisting vessel will monitor VHF-FM channels 13, and 16. Mariners are cautioned to stay clear of dredge, booster, floating (pontoon) and submerged pipelines, barges, derricks and operating wires associated with dredging and marine construction operations. Operators of vessels of all types should be aware that dredges and floating pipelines are held in place by cables, attached to anchors some distance away from the equipment. Buoys are attached to the anchors so that the anchors may be moved as the dredge advances and the location of the submerged pipelines are marked by buoys on each side of the channel. Mariners are cautioned to strictly comply with the Inland Rules of the Road when approaching, passing and leaving the area of operations, and remain a safe distance away from the dredge, booster, buoys, cables, pipeline, barges, derricks, wires and related equipment. Owners and lessees of fishnets, crabpots and other structures that may be in the vicinity and that may hinder the free navigation of attending vessels and equipment must be remove these from the area where tugs, tenderboats and other attendant equipment will be navigating. Dredging projects are usually conducted twenty-four (24) hours a day seven (7) days a week, all fishnets, crabpots and structures in the general area must be removed prior to commencement of any work. A slow NO WAKE speed is requested of transiting vessels. All vessels are requested to contact the dredge prior to passing. Chart: 11536 and 11537.

LNM: 05/10

NC – NEUSE RIVER TO MYRTLE GROVE SOUND – BOGUE INLET - SHOALING

Shoaling to a depth of 1.0 feet MLW has been reported in the vicinity of Bogue Inlet Lighted Buoy 8 (LLNR 29535) and Bogue Inlet Lighted Buoy 10 (LLNR 29540). Mariners are requested to use caution when transiting this area. Chart: 11541.

LNM: 05/10

SECTION VIII - LIGHT LIST CORRECTIONS

An Asterisk *, indicates the column in which a correction has been made to new information

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
30017	New Topsail Inlet Buoy 6A	34-20-26.900N 077-40-09.704W				Red nun.	05/10
		*					
30025	New Topsail Inlet Buoy 8	34-20-36.138N 077-40-11.890W				Red nun.	05/10
		*					
30280	Carolina Beach Inlet Buoy 4	34-04-54.307N 077-51-54.510W				Red nun.	05/10
		*					

SECTION VIII - LIGHT LIST CORRECTIONS (Continued)

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
30285	Carolina Beach Inlet Buoy 5	34-04-51.786N 077-52-10.888W				Green can.	05/10
		*					

PUBLICATION CORRECTIONS

None

ENCLOSURES

6 Enclosures

1. Notice of New Coast Pilot Edition: U.S. Coast Pilot 3, Atlantic Coast: Sandy Hook, NJ to Cape Henry, VA, 43rd Edition.
 2. Summary of Dredging.
 3. Summary of Shoaling.
 4. Summary of Bridge Permits/Regulations/Construction.
 5. Termination of Loran-C Signal News Release.
 6. Replace Your Loran-C System flyer.
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Coast Pilot 3-NEW EDITION

PUBLICATION—National Ocean Service—U.S. Coast Pilot 3, Atlantic Coast: Sandy Hook, NJ to Cape Henry, VA, 43rd Edition, is ready for issue and may be obtained from:

Federal Aviation Administration
National Aeronautical Charting Office
Distribution Division, AJW-3550
10201 Good Luck Road
Glenn Dale, MD 20769-9700

and authorized agents of the National Ocean Service. Price \$30.00.

The 2010 Edition cancels the preceding 2009 Edition.

All corrections to the previous edition issued in Notices to Mariners are incorporated in this edition.

Mariners are encouraged to use the convenient RECORD OF CHANGES form on Page V of this book. All Coast Pilot changes published in the U.S. Coast Guard Local Notice to Mariners, National Geospatial-Intelligence Agency Notice to Mariners, and on the internet at <http://nauticalcharts.noaa.gov/nsd/cpdownload.htm> are serially numbered (i.e., Change No. 1, Change No. 2, etc.) to assist you in tracking the changes.

(NOS/10)

SUMMARY OF DREDGING/MARINE CONSTRUCTION PROJECTS CURRENTLY IN PROGRESS

NJ Long Beach Island/Harvey Cedars Dredging/beach nourishment 17 Oct to 31 May, 2010 DREDGE B.E. LINDHOLM Ref. LNM 41/09.

NJ Ocean City Dredging/beach nourishment 28 Dec to 01 Mar, 2010 DREDGE ALASKA Ref. LNM 49/09.

DE Delaware River/New Castle Range Dredging 30 Jan to 30 Mar, 2010 DREDGE PULLEN Ref. LNM 05/10.

MD Upper Tangier Sound/Webster Cove Harbor Marina Dredging 01 Feb to 14 Feb, 2010 DREDGE ELICOTT 370 Ref. LNM 04/10.

MD Baltimore Harbor/Seagirt Marine Terminal Construction 12 Jan, 2010 to 2012 McLean Contracting Ref. LNM 02/10.

MD Baltimore Harbor Approach/Northwest Harbor Dredging 19 Nov, 2009 until completion WEEKS 549 Ref LNM 46/09.

MD Isle of White Bay/Assawoman Bay/Route 90 Bridge Fender Repair Until completed Ref. LNM 43/09.

MD Upper Chesapeake Channel/Elk River/Grove Point/Tolchester Beach Dredging 15 Oct to 15 Feb, 2010 WEEKS DREDGE 55 Ref. LNM 42/09.

MD Carrs Creek/Rockhold Creek Dredging 28 Oct to 15 Feb, 2010 Southern Maryland Dredging, Inc. Ref. LNM 43/09.

VA Lynnhaven River/Crab Creek Dredging 30 Jan to 28 Feb, 2010 VESSELS CHOCTAW, CHEYENNE Ref. LNM 05/10.

VA James River/Tribell Shoal Dredging 29 Jan to 15 Mar, 2010 DREDGE LEXINGTON Ref. LNM 04/10.

VA Rappahannock River Ent/Broad Creek Dredging 11 Jan to 15 Feb, 2010 DREDGE JENNI LEA Ref. LNM 12/10

VA Hampton River/Sunset Creek Dredging 11 Jan to 31 Mar, 2010 DREDGE CHESAPEAKE Ref. LNM 01/10.

VA Pagan River Dredging 01 Nov to 27 Feb, 2010 DREDGE MAURADER Ref. LNM 44/09.

VA Elizabeth River/Lamberts Bend/U.S. Navy Deperming Facility Dredging, pile driving, construction 14 Sep, 2009 to 30 Apr, 2010 W.F. Magan Co. Ref. LNM 37/09.

VA Thimble Shoal Channel/Chesapeake Bay Bridge Tunnel rock groin replacement until completed SKANSKA INC Ref. LNM 45/08.

VA Rudee Inlet Dredging Dredge RUDEE operates 24/7 weather permitting.

NC Cape Fear River/Horseshoe Shoals/Baldhead Shoals Dredging 04 Feb to 05 Apr, 2010 DREDGE DODGE ISLAND Ref. LNM 05/10.

NC Neuse River/Smiths Creek/Oriental Jetty Rehab 01 Feb to 15 Mar, 2010 paul Howard Constr. Co. Ref LNM 04/10.

NC Neuse River to Myrtle Grove Sound/ AIWW/Bear/Brown Inlets Dredging 22 Jan to 19 Feb, 2010 DREDGE WILKO Ref. LNM 03/10.

NC Southport Boat Basin Dredging 20 Jan to 20 Feb, 2010 DREDGE KRISTI JOE Ref. LNM 03/10.

NC Cape Fear River/Wilmington Terminal Pier repair Dec 2008 to April, 2010 Ref. LNM 49/08.

NC Cape Fear River Entrance/Baldhead Shoal Dredging 15 Oct to 31 Mar, 2010 DREDGE CHARLESTON Ref. LNM 39/09.

SUMMARY OF REPORTED HAZARDS TO NAVIGATION/ SHOALING

DE – DELAWARE BAY (WEST SIDE) – MURDERKILL RIVER – SHOALING

Shoaling to a depth of 3.0 feet MLW has been reported between Murderkill River Entrance Approach Light 1 (LLNR 2300) and Murderkill River Range Front Light 7 (LLNR 2300). Chart: 12304. Ref. LNM 47/09.

NJ - NJICW – ATLANTIC CITY TO CAPE MAY – CAPE MAY CANAL WEST ENTRANCE – SHOALING

Shoaling in the Cape May Canal West End across from the Ferry Terminal on the south side of the channel.

Shoaling to a depth of 4.0 feet has been reported extending to mid-channel. Chart: 12316 Ref LNM 44/09.

VA – VIRGINIA INSIDE PASSAGE – SHOALING

Shoaling to a depth of less than 1.0 foot MLW has been reported between VIRGINIA Inside Passage Light 214 (LLNR 6350) and Virginia Inside Passage Light 226 (LLNR 6420). Chart 12224. Ref. LNM 47/09.

VA – JAMES RIVER – TYLER BEACH – SHOALING/HAZARD TO NAVIGATION

The Coast Guard has received a report of shoaling to a depth of 2.5 feet MLLW in the vicinity of Tyler Beach Channel Light 7 (LLNR 11720) and an obstruction in approximate position 37-04-55N, 076-39-47W in the vicinity of Tyler Beach Channel

Daybeacon 5 (LLNR 11715). Chart: 12248. Ref. LNM 31/09.

VA – CAPE HENRY TO THIMBLE SHOAL LIGHT – LYNNHAVEN RIVER – CRAB CREEK

Shoaling to a depth of 1.0 feet has been reported between Crab Creek Entrance Buoy 2CC (LLNR 10157) and Crab Creek Entrance Buoy 3CC (LLNR 10157.01). Mariners should use extreme caution when transiting the area. Chart: 12254. Ref. LNM 31/09 and Whiting Creek Channel Buoy 4 (LLNR 15215). Chart: 12235. Ref. LNM 22/09.

NC – CAPE HENRY TO PAMLICO SOUND – WALTER SLOUGH

Shoaling to a depth of less than 4.0 feet MLW has been reported in the vicinity of

Walter Slough Daybeacon 10 (LLNR 28345). Mariners are requested to use caution when transiting this area.

Chart: 12205. Ref LNM 04/10.

NC - NEUSE RIVER TO MYRTKE GROVE SOUND – BOGUE INLET

Shoaling to a depth of 1.0 feet MLW has been reported in the vicinity of Bogue Inlet Lighted Buoy 8 (LLNR 29535) and Bogue Inlet Lighted Buoy 10 (LLNR 29540). Chart: 11541. Ref. LNM 05/10.

* Note: Shoaling articles abstracted from the LNM's are run for a period of 6 months only.

Summary of Bridge Permits/Regulations/Construction

(Yellow indicates new item)

Permits:

SECTOR BALTIMORE

- **Maryland, Washington DC & Virginia (Northern)**

Anacostia River – 11th Street (fixed) Bridges - Plans proposes three new bridges and removal of the existing bridges with the exception of the some piers. Contractor will be mobilizing equipment to a location between the existing bridges. Marine construction operations are scheduled to occur until late spring 2010.

Potomac River - Woodrow Wilson (lift) Bridge – Construction of the new drawbridge completed; awaiting as-built clearance information

SECTOR DELAWARE BAY

- **Delaware**

None

- **New Jersey (Central & Southern)**

Mullica River – Garden State Parkway (fixed) Bridge – Work is in progress until DEC 10 for widening of the northbound lanes; barges placed in the vicinity may pose as an obstruction to navigation through all spans south of the center channel.

- **Pennsylvania**

Schuylkill River – South Street (fixed) Bridge – Work is in progress until SEP 12 for reconstruction. The project requires scour protection around the foundations of the river piers and underwater concrete repairs to the pier face.

SECTOR HAMPTON ROADS

- **Maryland**

Isle of Wight (Sinepuxent) Bay – US 50/Harry W. Kelly Memorial (lift) Bridge Crossing - Study is underway to consider rehabilitation or replacement of existing bridge.

- **Virginia (Southern)**

Broad and Smith Creeks – Norfolk Light Rail Transit (fixed) Bridge – Hampton Roads Transit began construction for a replacement railroad bridge for light rail transit. Expected completion date is OCT 10.

Chickahominy River – New Route 5/Judith Stewart Dresser Memorial (fixed) Bridge – Demolition and construction work continues for the new high-level fixed bridge.

Occoquan River – I-95 (fixed) Bridge – Widening of the northbound and southbound lanes until 1 JUL 10.

SECTOR NORTH CAROLINA

- **North Carolina**

AIWW – Sunset Beach/SR-1172 (lift) Bridge – New high-level fixed highway bridge is under construction. The bridge girder installation is scheduled to take place between through 1800 31 JAN 10. To provide for the safety of the public, the CG will temporarily restrict access to this section of the AIWW during center girder installation, scheduled daily from 0600 until 1800.

AIWW – 2nd Oak Island Bridge – New high-level fixed bridge is under construction. The bridge girder installation is scheduled to take place through 30 MAR 10. To provide for the safety of the public, the CG will temporarily restrict access to this section of the AIWW during center girder installation causing delays for four hours from 0730 until 1130.

Cape Fear River – Wilmington Bypass (fixed) Bridge – Permit application under review; held-up due to Environmental Justice issues.

Gallants Channel – US 70 (lift) Bridge – Gallants Channel – US 70 (lift) Bridge – NCDOT proposes a plan to replace the existing bridge with 65-foot fixed structure. To date, the USCG has not received a permit application; is currently engaged in the planning phase of the project, which includes determining the required horizontal and vertical clearance for the new bridge, to meet the reasonable needs of navigation.

Tar River - US 17/Washington Bypass (fixed) Bridge - In-water work activities are in progress for the construction of the new bridge.

Trent River – US 70 Business/Alfred Cunningham Bridge – The contractor will be conducting work that closes the main navigation channel; an alternate channel has been established and is open to vessel traffic. NCDOT is replacing the existing swing bridge with a new lift span.

Regulations:

SECTOR BALTIMORE

- **Maryland**

Chester River – S213 (lift) Bridge – Final rule sent for signing by the District Commander. NPRM issued in the Federal Register; comment period ended on 9 NOV 09. NPRM proposes to operate on an advance notice year-round.

Curtis Creek – I695 (lift) Bridge – Closed to vessels until 2000 on 6 FEB 10; and from 0800 on 1 MAR until 2000 on 28 MAR 10, to facilitate emergency mechanical repairs.

- **Washington DC & Virginia (Northern)** - None

SECTOR DELAWARE BAY

- **Delaware** - None

- **New Jersey (Central & Southern)**

Delaware River – Tacony-Palmyra (lift) Bridge – Closed to vessels each day from 2000 to 0500 until 8 MAR 10. However, vessel openings will be provided with at least 4 hours advance notice given to the bridge operator. In addition, there will be a 57-hour closure periods beginning at 2000 on 5 FEB 10 until 0500 on 8 FEB 10; however,

vessel openings will be provided with a least 12 hours advance notice to the bridge operator.

Grassy Sound Channel (lift) Bridge – Closed to vessels at 0500 on 1 APR 10 until 1700 on 15 MAY 10 for cleaning and painting.

Great Egg Harbor Bay – US Route 9/Beesleys Point (lift) Bridge – Final Rule issued in the Federal Register; effective date is 24 FEB 10. The Final Rule allows the bridge to operate on advance notice on specific dates and times.

Inside Thorofare (ICW) – Dorset Ave (lift) Bridge - Single-leaf operation until 2300 on 17 APR 10.

Mantua Creek – S.R. 44 (vertical-lift) Bridge – Drafting Final rule. NPRM published in the Federal Register; comment period ended 8 JUN 09. NPRM proposes to operate on an advance notice year-round.

Mantua Creek – CONRAIL RR (swing) Bridge – Closed to vessels until further notice due to a train derailment and the resulting poor condition of the support pier.

- **Pennsylvania** - None

SECTOR HAMPTON ROADS

- **Maryland** - None
- **Virginia (Southern)**

AIWW – Elizabeth River Southern Branch – Dominion Blvd/Steel (lift) Bridge – Closed to vessels from 2100 until 2359 on 4 FEB 10 to perform emergency mechanical repairs.

Elizabeth River Eastern Branch – Berkley (lift) Bridge – Test deviation and NPRM issued in the Federal Register.

Effective through 1430 on 9 MAR 10, the test deviation will allow the draw to open on signal at 0900, 1100, 1300, and 1430, Mon to Fri, except Federal holidays. Concurrently, the NPRM proposes to temporarily change the regulations on the same opening schedule from 9 MAR 10 to 5 OCT 12. Comments period for both notices ended 8 DEC 09.

SECTOR NORTH CAROLINA

- **North Carolina**

AIWW – Figure Eight Swing Bridge – Drafting Supplemental NPRM. NPRM issued in the Federal Register; comment period ended 6 APR 09. NPRM proposes to change the existing regulations to allow the bridge to open on signal every hour on the half-hour for recreational vessels.

Perquimans River – US17 (swing) Bridge – Drafting Public meeting. NPRM issued in the Federal Register; comment period ended on 27 APR 09. NPRM proposes to change the existing regulations to allow the drawbridge to operate on an advance notice basis during specific times of the year.

Construction:

SECTOR BALTIMORE

- **Maryland**

Various Waterways in Maryland – Fiber optic cables will be installed by aerial attachment to existing bridges crossing over tidal waterways.

Washington DC

Boundary Channel – George Washington Memorial Parkway /Humpback (fixed) Bridge – Demolition and reconstruction to continue through FEB 10.

Potomac River – Theodore Roosevelt (fixed) Bridge - Water quality monitoring will be operating indefinitely.

Potomac River – 14th Street (fixed) Bridges – Rehabilitation work on the northbound and southbound bridge piers until JUL 10. To allow the painting project, barges will be tied to the piers and partially obstructing the channel.

SECTOR DELAWARE BAY

Delaware - None

New Jersey (Central & Southern)

Barnegat Bay (ICW) – Route 37 & Mantoloking (lift) Bridges – Water quality observations are in progress through 2010.

Delaware River – Commodore Barry (fixed) Bridge – construction of a vessel collision protection system is in progress through NOV 10.

Drag Channel – Garden State Parkway (fixed) Bridge - Substructure repairs scheduled from 29 MAR 10 to 31 APR 10.

Grassy Sound Channel (lift) Bridge – Fender repairs are underway with barges moored outside of the navigable channel until MAR 10.

Great Egg Harbor Bay - Garden State Parkway (fixed) Bridge - Substructure repairs scheduled through 31 MAR 10.

Manasquan River (ICW) – Route 35 (lift) Bridge - Water quality observations are in progress through 2010.

Shark River – Route 71 (lift) Bridge - Water quality observations are in progress through 2010.

- **Pennsylvania**

Schuylkill River – Girard Street (fixed) Bridge – Inspections are ongoing from 0700 to 1530 MON - SAT until further notice.

SECTOR HAMPTON ROADS

Maryland

Assawoman Bay – Route 90 (fixed) Bridge – Safety zone issued for emergency repairs that are underway; main channel is blocked with vessel traffic being redirected to an alternate channel through DEC 09.

Patuxent River – S231 (lift) Bridge – Cleaning and painting operations are in progress through JAN 2011.

Virginia (Southern)

Black Narrows, Chincoteague and Lewis Creek Channels – New (lift) Bridge Construction – Work is in progress to replace the existing bridge. To facilitate the construction of the fender system, the navigation channel will be temporarily blocked by a 50-ft X 100-ft flexi float barge. To allow the crane time to move to an appropriate angle to clear the draw span for vessel passage, American Bridge requests at least a 30-minute advance notice to clear the channel, leaving a minimum horizontal clearance of approximately 30 feet. The entire project is now expected to be completed by SEP 2010.

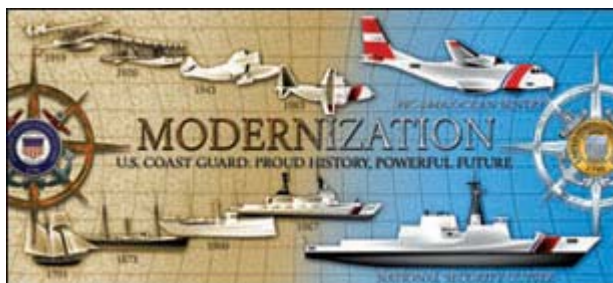
Rappahannock River - Robert Opie Norris (fixed) Bridge – Painting operations and structural steel repairs will be conducted until 31 OCT 2011.

SECTOR NORTH CAROLINA

North Carolina

Banks Channel - Br-21 & Br-24 (fixed) Bridges - superstructure and substructure repairs not completed and the contractor has demobilized until after JUL 2010.

5th District Public Affairs
U.S. Coast Guard



**U.S. Department of
Homeland Security
United States
Coast Guard**



News Release

Date: January 07, 2010
Contact: [Fifth District Public Affairs](#)
(757) 398-6272

Coast Guard to terminate Loran-C signal

PORTSMOUTH, Va. - The Coast Guard Long Range Aids to Navigation-C signal station in Carolina Beach, N.C., is scheduled to stop transmitting after Feb. 8.

As a result of technological advancements during the last 20 years and the emergence of the U.S. Global Positioning System, Loran-C is no longer required by the armed forces, the transportation sector or the nation's security interests, and is used by only a small segment of the population.

President Barack Obama's fiscal year 2010 budget supported the termination of outdated systems and specifically cited the terrestrial-based North American Loran-C system as such an example. The president did not seek funding for the Loran-C system in fiscal year 2010. Termination was also supported through the enactment of the 2010 Homeland Security Appropriations Bill.

The decision to terminate transmission of the Loran-C signal reflects the president's pledge to eliminate unnecessary federal programs.

The notice may be viewed online at www.regulations.gov, docket number: USCG-2009-0299. For more information on terminations, reductions and savings contained in the fiscal year 2010 budget, including Loran-C, visit www.whitehouse.gov/omb/budget/TRS/.

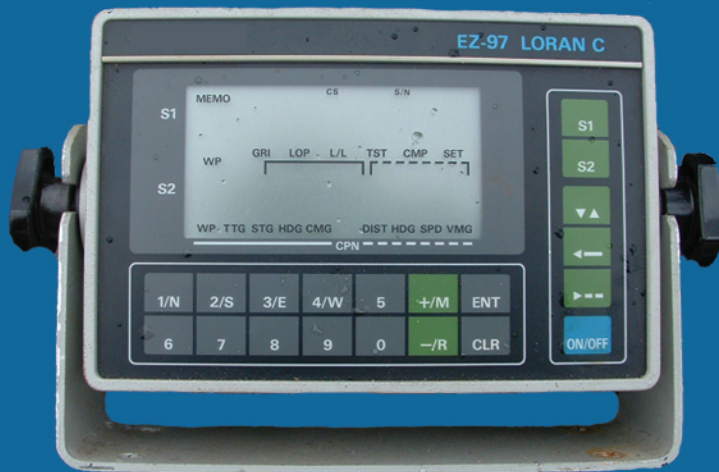
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U.S. Department of Homeland Security

Replace Your Loran-C System



The United States
LORAN-C signal
will cease
transmitting on
Feb. 8, 2010.

Mariners should
replace their
LORAN-C receivers
with a GPS.



For more information:

<http://www.navcen.uscg.gov/loran/default.htm>

or call 1-866-944-5748